

MONDAY, AUGUST 23, 1909

THE CHINA MAIL.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due	Due
Colombo	Hongkong	Marseilles & London	Brindisi	London
Steamer	Leave	Steamer	Due	Due
ARADIA	Feb. 19	CHINA	March 5	March 11
DELTA	March 5	MAINTA	March 19	March 25
MAINTA	March 19	MAINTA	April 2	April 8
MAINTA	April 2	MAINTA	April 16	April 22
MAINTA	April 16	MAINTA	April 30	May 6
MAINTA	April 30	MAINTA	May 14	May 20
MAINTA	May 14	MAINTA	May 28	June 3
MAINTA	May 28	MAINTA	June 11	June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Suez):
1st Saloon.....£21.10 Single. £106.14 Return.
2nd ".....£14.8 " £72.12

In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR
LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due
Hongkong	London	London
Steamer	Leave	Due
SYRIA	January 26	March 13
SUMATRA	February 9	March 26
NTANZA	February 23	April 9
SYRIA	March 7	April 23
MAINTA	March 21	May 6
MAINTA	April 4	May 20
MAINTA	April 18	June 3
MAINTA	May 2	June 17

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Suez):
1st Saloon.....£25.0 Single. £125.0 Return.
2nd ".....£16.0 " £80.0

* Carry 1st and 2nd Saloon Passengers.
For further particulars, apply to
E. A. HEWETT, Superintendent.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
KAIFU	2540	R. Rogers	Manila	Monday, Aug. 23, at Noon.
RUBI	2540	W. R. Almond	Manila	Saturday, Sept. 4, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

Steamers	Leave	Due
Hongkong	Hongkong	Australia
Steamer	Leave	Due
ALDENHAM	Sept. 21	24th August, at Noon.
EMPIRE	Sept. 21	15th Oct., at Noon.
EASTERN	Sept. 21	15th Oct., at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of August.	JAVA	Second half of August.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAPAN	Do.	JAVA	Do.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN L.I.J.N.

Yokohama, 1st Floor. Telephone No. 375.

THE SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship GARNAVONSHIRE.

Captain INGRAM, will be despatched as above on or about 25th instant.

For Freight, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 2, 1909.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5 Wyndham Street.

Price - 30 Cents.

Shipping

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA,' 10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, VIA BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying at Bombay 24 hours only and is due to arrive at -

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON -
1st Saloon.....£21.10 Single. £106.14 Return.
2nd ".....£14.8 " £72.12

For further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, August 18, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and Fire-Clas Ovens.

STEAMERS

HAIMON.....SWATOW, AMOY & FOOCOW. WEDNESDAY, 25th Aug., at 2 p.m.

HAITAN.....SWATOW, AMOY & FOOCOW. FRIDAY, 27th Aug., at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Foochow will be made during the months of August and September.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI.

Kobe, YOKOHAMA, HONOLULU AND

SALINA CRUZ (MEXICO).

sails 1909.

s.s. America Maru - 5000 tons gross Aug. 30th, at 5 p.m.

s.s. Hongkong Maru - 6000 " Oct. 26th, at noon.

s.s. Manshu Maru - 5000 " Dec. 10th, at noon.

For particulars apply to
K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama.

MEXICAN DIRECT LINE.

TO MANZANILLO, MAZATLAN AND GUAYMAS, MEXICO.

VIA MOJI, JAPAN.

The S.S. PERSIA, 9500 tons, Capt. A. LOCKETT,

will be despatched for the above ports on the 2nd SEPTEMBER.

Connecting at Guaymas with the Sonora R.R., at Mazatlan with the Canadian, Yagui River and Pacific R.R., and at Manzanillo with the Mexican NATIONAL LINES.

The steamer is fitted throughout with electric light, and will carry Saloon, Second-class and Steerage passengers. For further information and rates for Freight and Freight apply to
THE HONG KONG & SHANGHAI S.S. CO., 37, Des Voeux Road Central.

Hongkong, August 13, 1909.

NOTICES TO CONSIGNEES.

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship 'Poonong' having arrived from the above Ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or re-loading on board after 4 p.m. the 21st August will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, August 20, 1909.

FROM EUROPE.

THE H.A.L. Steamship 'O. FERD. LAHSE,'

Captain WAGNER, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 p.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 5 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 12, 1909.

THE SHIRE LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship GARMARTHENSHIRE.

Captain DANIEL, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried.

Fare to London.....£25.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 2, 1909.

Shipping

FOR STRAITS, CAYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVAHA, Captain H. POWELL, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., with Passengers and Mails, on SATURDAY, the 4th September, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Mormon,' 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles, and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. Persia, due in London on the 18th October, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, August 21, 1909.

CHARGEURS REUNIS CO. FRENCH STEAMSHIP COMPANY.

ROUTES: FRENCH SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed to SAN FRANCISCO, DIRECT TO SAN FRANCISCO, without any call en route, thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL DUPRE, 10,000 Tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 19th September.

For further particulars, apply to
MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1909.

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship AMERICA MARU, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, the 24th inst., at 4 p.m. will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All Cargo undelivered on MONDAY, the 30th August, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined on FRIDAY, the 27th inst., at 10 a.m.

E. MATSUDA, Manager.

Hongkong, August 21, 1909.

NOTICES TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAMSHIP COMPANY'S

STEAMER 'DEVAHA' FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional cargo will be forwarded unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, August 18, 1909.

NOTICES TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAMSHIP COMPANY'S

STEAMER 'DEVAHA' FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional cargo will be forwarded unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, August 18, 1909.

NOTICE TO CONSIGNEES.

STEAMER 'AUSTRALIAN'.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON or S.S. 'Charmante' from BORDAUX or S.S. 'Perle' from BREMEN, in connection with the above Steamer, are hereby informed that their Goods, with the exception of 'Treasures' and 'Valuables,' are being landed and stored at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless instructions are received from the Consignees before 10 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, Goods remaining undelivered after WEDNESDAY, the 25th August, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th August, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 25th August, at 3 p.m.

No Fire Insurance has been effected.

P. de CHAMPEMORIN, Agent.

Hongkong, August 17, 1909.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIRIN.

SUMMER SCHEDULE.

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairin and Changchun in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (2,877 tons each) as follows:-

NORTH-BOUND.

Leave - Shanghai (Steamer).....	Thursday	Saturday or Sunday
Arrive - Dairin.....	Sunday	Monday or Tuesday
Ar. - Mukden.....	8.50 p.m.	"
Ar. - Changchun.....	8.15 p.m.	"
Ar. - Harbin (Russian Train).....	5 a.m.	Monday
Ar. - Harbin (Steamer).....	8.55 a.m.	Wed.
Ar. - Harbin.....	2.30 p.m.	Sat.

Connecting at Harbin with State Express for Moscow.

Wagon-Like State Express for Moscow.

Wagon-Like State Express for Moscow.

Wagon-Like State Express for Moscow.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP, VIA SUEZ, PANAMA, COLON, PORT SAID & MARSEILLES	SYRIA	About 25th August	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, NAGASAKI, YOKOHAMA	NILE	About 27th August	Freight and Passage.
SHANGHAI	ASSAYE	About 2nd September	Freight and Passage.
LONDON, VIA CANAL PORTS	DEVANHA	2nd September	See Special Advertisement.

P. & O. S. N. Co.'s Office. E. A. BEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

EMPERESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nippon (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Scheduled Service of 13 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPERESS OF CHINA	ALLAN LINE
EMPERESS OF INDIA	EMPERESS OF IRELAND
EMPERESS OF JAPAN	ALLAN LINE

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with a Special Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamships on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (1st Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamer and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fodder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBÉ and YOKOHAMA

STEAMSHIP CAPTAIN TO SAIL

SHANGHAI, KOBÉ and YOKOHAMA

MARSEILLES, Via PORT SAID, TONKIN, CHARLTON

SHANGHAI, KOBÉ and YOKOHAMA

MARSEILLES, Via PORT SAID, AUSTRALIAN, RIVER, Sept. 14, at 1 p.m.

TRANS-SHIPING on the Co.'s Steamers at SHANGHAI, at COLOMBO, at CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONNELL, and ELIZABETH.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

AND ALL NORTH AND SOUTH AMERICAN PORTS.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

For Shanghai, Yokohama & Kobe

S.S. AMBIA

S.S. NIKOMEDIA

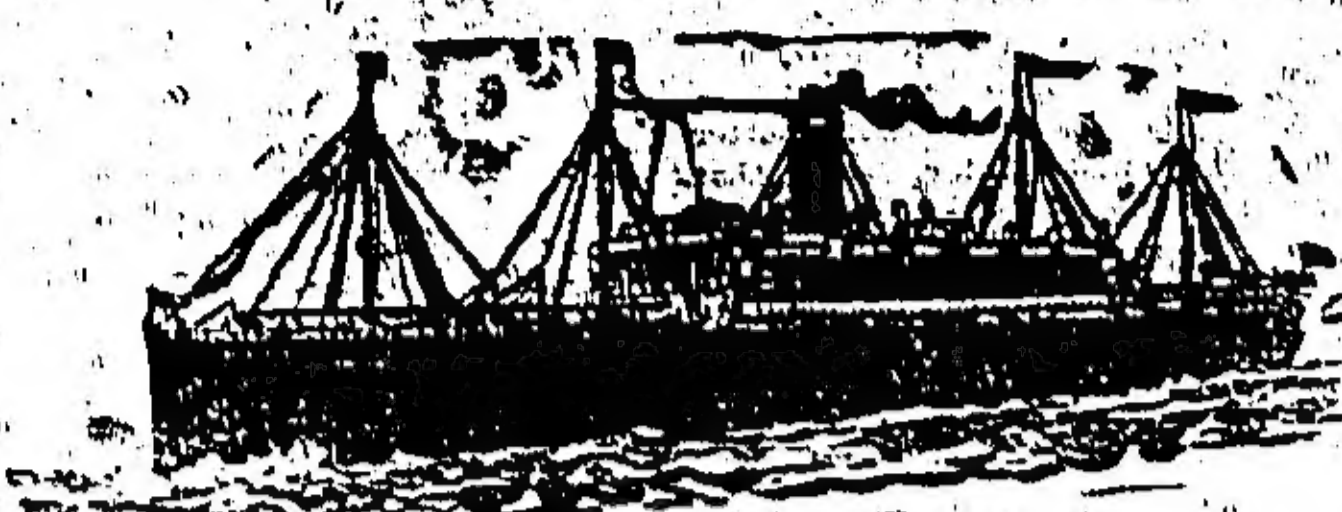
S.S. LIBERIA

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Ltd., Hong Kong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific via Honolulu, Oahu, and the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
MONGOLIA	27,000 Tons, SATURDAY, 28th Aug., at Noon.
TENYO MARU	21,000 Tons, FRIDAY, 2nd Sept., at Noon.
KOREA	18,000 Tons, SATURDAY, 11th Sept., at Noon.
NIPPON MARU	18,000 Tons, SATURDAY, 25th Sept., at Noon.
SIBERIA	18,000 Tons, FRIDAY, 1st Oct., at Noon.
MANCHUKUO	27,000 Tons, SATURDAY, 18th Oct., at Noon.
OHIO MARU	21,000 Tons, FRIDAY, 22nd Oct., at Noon.

The s.s. MONGOLIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, August 28th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 9th Oct., at Noon.

Asia.....9,500 Tons, SATURDAY, 30th Oct., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports.....£45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency of the Companies, Kono's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.



NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, CALAMBO AND PORT SAID	TAMBA MARU	WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU AND YOKOHAMA	INABA MARU	WEDNESDAY, 15th Sept., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURS, DAY ISLAND, TOWNS, VILLE AND BRISBANE	SHINANO MARU	TUESDAY, 14th Sept., at 4 p.m.
MOJI, KOBÉ & YOKOHAMA	KUMANO MARU	TUESDAY, 28th Sept., at 4 p.m.
NAGASAKI, KOBÉ AND YOKOHAMA	MIYASAKI MARU	THURSDAY, 24th Sept., at Noon.
BOMBAY, SINGAPORE AND COLOMBO	TAKASAKI MARU	TUESDAY, 24th Sept., at Noon.
	KUMANO MARU	WEDNESDAY, 1st Sept., at Noon.
	MIYOSAKI MARU	THURSDAY, 2nd Sept., at Noon.

Equipped with new System of wireless telegraphy.

* Omitting Keelung & Shimizu. † Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000-Tons Passenger Steamers will be despatched from Hongkong as follows:-

Mishima Maru (Capt. A. E. Mease) Fri., 27th Aug., p.m.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

Miyasaki Maru (Capt. W. Bainbridge) About Wed., 20th Oct.

Kitano Maru (Capt. F. E. Cope) About Wed., 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With option of Rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—SARAWAK, KORE, JAPAN.

BRANCHES—NAGASAKI, KANAGAWA, JAPAN AND HONGKONG.

CABLE ADDRESSES—MIYASAKI, applying to Head Office, and Shimonoseki branch, YUTAKA, applying to Hongkong Branch only.

A. B. C. Box 20000, HONGKONG.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUBO, Manager, HONGKONG.

4th Floor, No. 21 CONNAUGHT ROAD.

THE BEGINNING OF IRON.

It is commonly believed that the use of iron commenced in either Africa or Asia, but Ridgway, in his recently published work, "The Beginning of Iron," states that the latest investigations prove that iron was not worked in Egypt until the ninth century before the Christian era or in Libya until 430 B.C., that the Semites adopted its use still later, and that it has been known in Uganda only within the last five or six centuries. In China iron is first mentioned in 400 B.C. Bronze weapons were employed in China until 100 A.D., and in Japan until 700 A.D. According to Ridgway, the metallurgy of iron must have originated in central Europe, especially in Noricum, which approximately represented modern Austria and Bavaria. Only at Hallstatt and in Bosnia and Transylvania, from which countries the Achæans and Dorians are supposed to have migrated to Greece, are found evidences of a gradual introduction of iron; at first as an ornament applied to the bronze which it ultimately displaced. Everywhere else, iron was introduced suddenly—a fact which implies a foreign origin. Of course, Ridgway does not assert that iron was unknown outside of central Europe. On the contrary, he states that meteoric iron was known in Egypt in remote antiquity, but it was worked as flints were worked, by cutting or chipping, and was not smelted. In other words, it was the metallurgy, not the knowledge, of iron that originated in central Europe.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and storekeepers.

Hotels

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SHADY GARDENS AND FINE HARBOUR VIEW.

VISITORS to the Colony should not fail to pay us a visit.

MEALS A LA CARTE SERVED AT ALL HOURS.

ONLY FIRST-CLASS WINES & SPIRITS SERVED.

Hongkong, April 30, 1908. 584

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Rooms. Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each Floor. Taxis D'Hotes at Separate Taxis.

Tele. Address: 'VICTORIA', Hongkong. For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1353

BRAESIDE PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well-Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone No. 890.

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Hongkong, September 2, 1908. 1214

KINGSCLERE PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

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Electrically lighted and cold water throughout. Billiards, tennis, croquet, putting green and five stabling for horses.

Proprietress, Mrs F. SACHSE.

Hongkong, September 1, 1908. 1208

VICTORIA HOTEL.

SHAMEN, CANTON.

Manager: Mr H. HAYES. Telephone Address: 'VICTORIA'.

Situated in the British Concession.

MACAO HOTEL, MACAO.

Telephone Address: 'Farmer Macao'.

Situated in the Centre of the Praya Grand.

Both Hotels electrically lighted and under experienced European supervision.

GUIDES AND CHAUFFEURS.

Every information and special attention to Tourists. Reasonable Rates.

WM. FAIRMER, Proprietor.

Macao, May 13, 1909. 130

KING'S HOTEL, WEI-HAI-WEI.

THIS First-Class Hotel is now under new Management and has recently been thoroughly renovated. It contains spacious reception, bed, and billiard rooms and is very well situated on high ground and commands a fine view of the harbour and surrounding country, and is lighted throughout with Electric Light.

For further particulars apply to DUNCAN CLARK, Manager.

January 14, 1909. Wei-Hai-Wei. 70

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	FOOKSANG	TUESDAY, Aug. 24, at Noon.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	YATSHING	THURSDAY, Aug. 26, at 3 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	HANGSANG	THURSDAY, Aug. 26, at 4 p.m.
TIENTSIN, VIA SWATOW, WEI-HAI-WEI & CHEFOO	CHIPSING	FRIDAY, Aug. 27, at 4 p.m.
MANILA	YUENSANG	FRIDAY, Aug. 27, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	TUESDAY, Aug. 31, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Sept. 3, at 4 p.m.

RETURN TOURS TO JAPAN. Occupying 34 days.

THE steamers Kulsang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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For Freight or Passage, apply to Telephone No. 41.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, FAHBOI & HONGAY	PAKING	August 24, Daylight.
MANILA	TAIYUAN	August 24, at 3 p.m.
CEBU	KALONG	August 24, at 4 p.m.
SWATOW, AMOY & SHANGHAI	WANGKONG	August 24, at 4 p.m.
NINGPOO & SHANGHAI	PAKHOI	August 25, at 4 p.m.
TINGTAU, CHEFOO & NEWCHOWANG	KWANTUNG	August 26, at 4 p.m.
SHANGHAI	ABU	August 26, at 4 p.m.
WEI-HAI-WEI & TIENTSIN	HUTCHOW	August 26, at 4 p.m.
SHANGHAI	LIAN	August 29, Daylight.
MANILA	TAIYUAN	August 31, at 3 p.m.

AUSTRALIAN PORTS. DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

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FAST SCHEDULE TWIN SUREW STEAMERS (S.S. Anhui, Chusan, Linan, Chinkiang) with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINE:—\$45.00 Single. \$90.00 Return.

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TRANS-PACIFIC SERVICE.

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For	Steamers	Tons	Leaves
TACOMA, Via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA	SEATTLE MARU	6,182	

ALLEGATIONS OF CRIMINAL CONVERSATION.

Capt Mitchell sues Mr. John Lemm.

Before the Chief Justice (Sir F. Pigott) and a special jury, at the Supreme Court today, an action was commenced by Capt. T. A. Mitchell, a bankrupt, and master of the s.s. Fookang, against Mr. John Lemm, architect, of 64, Queen's Road Central, but who is now absent from the Colony, in which he alleged criminal conversation against the defendant. The statement of claim contained allegations that at various times at 4, Granville Avenue, Kowloon, at 8, Granville Avenue, Kowloon, at 6, Rose Terrace, Kowloon, at Box Vista Hotel, Macao, and at Eranee Bungalow, Observatory Road, Kowloon, Mr. Lemm unlawfully debauched and carnally knew Henrietta Maud Mitchell the wife of plaintiff. In consequence of this misconduct by defendant on the 7th of November, 1908, plaintiff obtained a decree of divorce by the First Division of the Court of Sessions at Edinburgh. The expenses of the divorce proceedings which plaintiff had paid and became liable to pay amounted to £14,350.14.

In the statement of defence defendant denied that he ever unlawfully debauched or carnally knew Mrs. Mitchell. He stated that he was not a party to any divorce proceedings commenced by plaintiff and was not in any way bound by any decree made in any such proceedings. Further, the defendant did not admit that plaintiff had paid or become liable to pay costs incidental to such proceedings which amounted to £14,350 or any sum nearly as great.

Sir Henry Berkeley, K.C., (instructed by Mr. H. W. Looker, from the office of Messrs. Deacon, Looker and Duncan) was for plaintiff and Mr. M. W. Slade (instructed by Mr. P. M. Hodgson, from the office of Messrs. Ewins and Harston) was for defendant.

The following gentlemen were empanelled as the special jury: Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shollim, E. H. Hinds, M. S. Northcote, G. C. Moxon and M. S. Sassoon.

At first the name of Mr. H. Fook was called, but Mr. Slade said they all knew Mr. H. Fook and knew that his knowledge of English was excellent; but under the whole of the circumstances he thought they might excuse him.

The Chief Justice excused Mr. H. Fook. Mr. James S. Douglas was also called and took his seat in the jury box, but when he came to be sworn he said he wished to inform the court that he was prejudiced in the case. Accordingly he was also excused.

Sir Henry Berkeley, in reading the pleadings, said by inadvertence the amount of costs paid to Messrs. Deacon, Looker and Duncan in respect of the Scotch divorce, amounting to £8,829.09, had been omitted from the particulars, and he now asked that they be added. This was agreed to, the claim being amended to read £15,000 general moral damages and \$1,187.23 special damages, representing money paid and payable in connection with the divorce proceedings.

Sir Henry, opening the case, said in addition to the amount paid and payable in respect of costs, plaintiff claimed a sum for the intemperate insults which he had suffered at the hands of defendant, who, it would be proved, during the time of this criminal intercourse with plaintiff's wife, was pretending to be on terms of personal friendship and intimacy with Capt. Mitchell. The action now being brought was for what was known as criminal conversation, the husband claiming damages against another man for having committed adultery with his wife. The term "criminal conversation" was no longer used at home, because in England the Divorce Court had jurisdiction which enabled it to give damages to a petitioner on his petition for divorce. The action for criminal conversation was abolished. In Hongkong, however, the action for criminal conversation had still to be brought because while the Supreme Court had jurisdiction in divorce and matrimonial affairs as far as ordinary judicial separation between parties was concerned, it had no jurisdiction in divorce itself. In November, 1904, Capt. Mitchell having proceeded to Scotland to obtain a divorce from his wife, obtained a decree from the Court of Sessions on the ground of her adultery with Mr. Lemm.

Mr. Slade raised an objection to this point. He said it was perfectly incompetent in this action for his friend to make any use of the proceedings in Scotland for the purpose of establishing the guilt or otherwise of the defendant in this case.

The Chief Justice—Let us know the extent of your objection.

Mr. Slade, for reasons of his own, rightly or wrongly, the plaintiff in this action did not make Mr. Lemm a party to the divorce proceedings. The defendant in this action therefore had no opportunity of being represented at the proceedings in Scotland. He is not a party to the proceedings, and whatever the result of those proceedings were, whatever the amount of the judgment was, and whatever, in fact, happened at all cannot be referred to in this case.

Sir Henry contended that he was entitled to prove the fact of the Scotch divorce as a fact of a consequence flowing from defendant's misconduct.

The Chief Justice said it was irrelevant to the case; the name was not the name. After a lengthy argument, the Chief Justice said the matter might be discussed subsequently, but his opinion was that the Scotch judgment could not be referred to.

Sir Henry, proceeding, said that in consequence of being promoted, Capt. Mitchell in 1905 was in a position to bring his wife to Hongkong from Australia. He then took the lease of a house at 4, Granville Avenue, Kowloon, and furnished it in a way suitable for the wife of a shipmaster.

In doing this he looked forward to many years of happiness and comfort with his family. Mrs. Mitchell left Australia sometime in 1899, being accompanied by her little daughter. By the same steamer, the s.s. Quindie, in which they travelled to Hongkong, Mr. John Lemm also

journeyed. He was accompanied by his wife, who at that time was a great invalid, and who shortly afterwards returned to Australia, and ultimately died. Mr. Lemm married again. The acquaintance thus formed between Mrs. Mitchell and Mr. Lemm lasted for something like six years and ripened into intimacy which ultimately resulted in criminal intercourse taking place between them on several occasions on which Capt. Mitchell was away at sea. Mrs. Mitchell was an Australian and Mr. Lemm was also an Australian. They made acquaintance as far as was known, on board the steamer. On their arrival at Hongkong, Mrs. Mitchell introduced Mr. Lemm to her husband, who received him as a friend of his wife's, opened his house to him and extended hospitality which he would extend to any friend of his wife's.

In return for that confidence and hospitality, Mr. Lemm had initiated those wrongs upon Capt. Mitchell which were now complained of. Proceeding, Sir Henry said he would not be able to give any direct proof of adultery between the parties in the sense of being able to call any eye-witness to the act of adultery being committed. They could only understand that. But he would be able to supply evidence upon which they would be bound to draw the inference that the parties took advantage of that opportunity to commit the act of adultery charged against them. In order to bring home the charge against the defendant it would be necessary to call servants, disaffected as it might be, but inevitable in this case. But fortunately they had other circumstances, such as the fact that in the neighbourhood—Europeans—who would give evidence of what they had seen. After detailing acts in the relationships of the parties, Sir Henry said Mrs. Mitchell ultimately decided to form a gentleman's name in her house, but this was quite without the knowledge of Capt. Mitchell. He (Sir Henry) would prove that a Mr. Watkins and one of the other members of the mess only had their meals at the house whereas Mr. Lemm not only had his meals there but also slept there on several nights during the time Capt. Mitchell was away at sea. He would also prove that while he was in the house at night the only other occupants of the house, barring the servants, were Mrs. Mitchell and her young child. From that fact he would ask the jury as reasonable men to draw the conclusion that acts of adultery had been committed by the parties. When Capt. Mitchell returned his wife told him of the new arrangements made, whereupon he told her he strongly disapproved of them and asked her to stop the mess. Mrs. Mitchell, however, never told her husband that Mr. Lemm slept at the house. That was kept as a secret from him and he never heard of it until some three or four years after. Sir Henry proceeded to refer to the question of damages, asking the jury to give such substantial damages as would prevent any man of the type of Mr. Lemm from interfering with the homes of mariners when the husbands were not present to afford their wives the protection they would otherwise have. He also asked for a sufficient amount in view of any legal difficulties that might prevent Capt. Mitchell from recovering from getting his special damages.

The Chief Justice—It is utterly out of order to discuss damages with a jury. Sir Henry (surely) I have a right to ask the jury to give such a sum.

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which Capt. Mitchell, formerly of the s.s. Wanchai, spoke of Mr. Lemm and Mrs. Mitchell making a trip on his steamer to Macao. They came together and were always chatting together. They returned the next day, having spent the night at Macao. This happened more than once. Witness had also seen them together as a couple at Causeway Bay.

Mr. Slade—That is not a suspicious circumstance. Witness—I have seen them at Watkins's.

Mr. Slade—That is awfully wicked. I am, witness was cross-examined by Mr. Slade.

Were Mr. Lemm and Mrs. Mitchell alone on those occasions?—No.

Who was with them?—Miss Mitchell.

The daughter?—I don't know. I never saw a young lady's age, it's a breach of etiquette (laughter).

Can you guess her age?—It is very hard to guess a lady's age. They take themselves up so (laughter).

Was she a little girl?—I should say she was about 16 years of age.

She was a good looking girl, wasn't she?—That's a matter of opinion.

Oh yes, can you?—The hearing was adjourned until tomorrow.

COMPANY MEETINGS.

Hongkong and Whampoa Dock Company, Limited.

The ordinary half-yearly meeting of shareholders in the above company was held at noon to day in the company's offices, Queen's Buildings. The Hon. Mr. W. J. Grasson presided and there were also present Sir Paul Chater, Messrs. H. P. Whitford, D. V. Craddock, W. Helms, J. W. Baidow, E. G. Barrett, S. Silverstone, Mr. A. Siebe (director), W. Wilson (Acting General Manager), G. A. Caldwell (Acting Secretary), H. W. Slade, W. E. Clarke, J. Cox-Edwards, H. G. White, A. Ough, D. Macdonald, E. C. Wilks, T. I. Rose, W. H. Wickham, J. A. Chipper, Chor Leep Chee, W. J. C. Bonnar, P. Mitchell, H. V. Apat, J. F. Bragg, H. Percy Smith, Ho Mok, K. Sayes, Ho In, Cheung Kui Kai, N. M. K. Nomazee, Chai Suk Pui, etc.

The Acting Secretary having read the notice convening the meeting, the Chairman called on the gentlemen, the report and accounts have been in your hands for some time, with your permission I will follow the usual custom and take them as read. Your Directors regret the unsatisfactory result of the six months' working, the profits earned being less than for any period since the latter half of 1889. This unfortunate result may be attributed to the keen competition now experienced, and the consequent narrowing of margins of profits, also to the prevailing depression in the shipping trade. The total tonnage of merchant ships and men-of-war docked during the period under review shows a falling off of some 185,000 tons as against the previous half-year. The net profits for the six months ended 30th June, 1909, amount to \$76,900.93, as compared with \$281,981.63 for the previous half-year and \$374,577.68 for the corresponding period of 1908. Including the balance of \$387,076.77 brought forward from last account, and deducting Directors' and Auditors' fees, we have available for appropriation the sum of \$420,182.36, out of which your Directors propose, subject to your approval, to pay a dividend for the half-year of 3 per cent, or \$150 per share, absorbing \$74,000.00, and carry forward the balance, \$346,182.36 to new account. Certain instalments having been received on account of work in progress, the item "sundry creditors" is higher by some \$90,000.00 than in the last account, while "sundry debtors" is less by some \$35,000.00. The value of material on hand shows a further reduction of about \$66,000.00. The whole of the Company's buildings, docks and plant have been kept up in a state of thorough working order, and the addition of a few up-to-date machine tools at Kowloon Dock will increase the efficiency of the establishment. It has been necessary to relay the permanent way throughout the yard at Kowloon, substituting heavier rails for those previously in use, which experience proved to be too light; the cost, \$7,833, has been paid for out of revenue. Since we last met we have received Mr. Dyer's report and after careful consideration of his recommendations, some progress has been made which, your Directors trust, will in the future result in the more economical working of the Company, and at the same time, by greater efficiency and the adoption of more modern methods in the system of book-keeping and allocation of departmental charges, enable us with greater accuracy to arrive at the actual cost of production of all articles turned out at our works, and thus place us in a better position to compete for all work that may be offered. Mr. Mitchell, a very old servant of the Company, tendered his resignation which was accepted; and he left the Colony in April last. Your late Secretary, Mr. Ross, had an agreement running on until February, 1911; this has, by mutual consent, been cancelled, by a payment to Mr. Ross, with which we trust he is satisfied, and that you, gentlemen, will approve of our action in this matter. To replace the gentleman just referred to, we have engaged, as Chief Manager, Mr. Robert Morton Dyer, for a period of three years, with an option of renewing for a further two years. Mr. Dyer will select and engage, on terms agreed upon by your Directors, a Secretary who is thoroughly conversant with the book-keeping, time-keeping, and testing of a shipbuilding or engineering business. In the accounts before you under the heading of reorganization which will observe that there has been an expenditure of \$37,775.34. This includes Mr. Dyer's salary and expenses for coming and settling in Hongkong, and for his salary and expenses for the first three months of his term of office, the payment to Mr. Ross referred to, and Mr. Mitchell's passage money to England. Now, gentlemen, you may well feel anxious to know in what way you will benefit by this expenditure, it is proposed to move the House of Commons to Kowloon, raising on this side in less costly premises one senior and one junior clerk; with the Comptroller and staff. It is considered that a great deal of the work hitherto done in the Hongkong office is superfluous, and that the amalgamation, a considerable saving will be effected. There are also several changes contemplated in the management of the various docks all tending towards economy, and we have a feeling of satisfaction in anticipating a reduction in expenditure of from \$3000 to \$5000 per annum. The only further known payment is that of some \$250.00 for lengthening and providing increased office accommodation in the present Drawing Office at Kowloon but as this is a permanent improvement, it can properly be added to the book value of Kowloon Dock. There is one further matter to which I must refer, and that is the valuation of our stock. Your new manager is of opinion that it is necessary to write down values as they at present are based on cost. Your Directors, recognizing that this is a matter of primary importance, have arranged with Mr. Kinlay Miller to go through the Stock in company with your accountants, and to make a valuation of the stock arrived from England, and value it item by item. This work is now in progress but, as you will readily understand, it is a big undertaking and must necessarily occupy time. In the past, Stock has only been valued at the end of each year. We regret not having the figures to place before you at this meeting, but on Mr. Dyer's return in October next they will be submitted to him, and I promise you, should any adjustment be found necessary, we will carry it out before the next meeting, with our accounts to the 1st December next. Since Mr. Mitchell's departure, Mr. Wilson has been acting as Chief Manager, and your Directors inform you with regret that he has made up his mind to retire in the near future. He has been a most valuable and loyal servant of the Company, and has carried on the work, and to wish him good health and prosperity wherever he may elect to settle. Gentlemen, I have endeavored to state the position clearly to you, but should any of the gentlemen require further information, I shall be pleased to afford it to the best of my ability.

No questions were asked and the Chairman proposed the adoption of the report and accounts as presented, that the report which I have now the pleasure to read is not a more satisfactory one, but I do not think anyone can have looked for anything better. The depression in trade and the keen competition which we have had to encounter are factors which have entered the Docks as compared with last half year. I hope, however, that this may prove the Company's low water mark, and that from now on we may see a gradual but continued improvement in the work of the Docks, and that the reorganization scheme, I myself, like many other shareholders, thought this scheme should have been brought forward some years ago and we might now have been in a better position than we are to-day, but now that it has been entered in the agenda, I am glad to find that the Board has taken it up so thoroughly. Economies to the extent of from £5,000 to £5,500 per annum are already in view and I hope that when Mr. Dyer comes back and settles down to his work he will be able to increase these economies and improve the efficiency of the Docks. The Chairman has referred to the question of stocks. This is an item which harks very largely in our balance sheet, standing at \$1,250,000. I am sure it is a wise thing to have a thorough revision of this item, and I hope the thorough revision will not portend the appropriation of any large sum out of the profits of this half year for the purpose of writing down values. One of the results of our reorganization scheme has been the retirement of certain members of our staff, and I think you will all agree with me, gentlemen, when I say that we appreciate most highly the valuable services they have rendered us for many years past. At the same time I should like to welcome our new chief manager, Mr. Dyer, and to wish him every success in his new position, and to hope that he has undertaken. I have much pleasure in announcing the adoption of the report and accounts.—Carried.

The Chairman—Thank you for your attendance, gentlemen. Dividend warrants will be ready tomorrow.

United Asbestos Oriental Agency Limited.

The Thirtieth Ordinary General Meeting of Shareholders in the United Asbestos Oriental Agency, Limited, was held in the offices of Messrs. Dodwell and Co., Ltd., to-day. Mr. Edgar G. Barrett presided and amongst those present were Messrs. A. Rhodes, J. D. Auld and G. E. Edwards (secretary).

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen—A copy of the report and statement of accounts having been sent to all shareholders, and as it is now the time for your report, with your consent, to take them as read. The net profits for the period under review show a considerable falling off as compared with recent years, in fact they are less than they have been for any year during the last five years, and it is a pity that the percentage of profit is considerably less. This is accounted for by the keen competition consequent upon the continuation of the depression in trade we have been experiencing for some time. Business generally in the Colony continues dull, but I hope shortly to see signs of improvement in this direction. Our stock has been very carefully checked and valued and is in excellent condition. You will note from the accounts that the value of our stock at the three ports at which we are established is \$19,000 less than the previous year; we have been able to considerably reduce our stocks by introducing a system whereby the ports draw on one another when necessary, instead of each port keeping large stocks. I repeat the profits this year are insufficient to pay a dividend on the Founder's shares, but that in future we shall be able to pay the same handsome dividends on those shares as we have in recent years. I have no further to propose.—That the Report and Accounts be received, approved and adopted.

After this resolution has been seconded I shall be pleased to answer any questions. Mr. Auld seconded, and the proposal was carried unanimously.

There being no questions, the Chairman proposed and Mr. Rhodes seconded.—That a dividend of 15 per cent. on the Ordinary shares be now declared out of the net profits of the undertaking for the twelve months ending 31st May, 1909, and that each dividend be paid to existing members on this day.

Mr. Rhodes, proposed, and Mr. Auld seconded, the motion of Mr. W. H. Potts as auditor for the ensuing year at a remuneration of \$150 per annum, and that the Chairman do nominate the auditors for the ensuing year, gentlemen, divided warrants will be had on application.

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CHINA MAIL, LIMITED.

General Memoranda.

WEDNESDAY, August 25—

10 a.m.—Auction of Government Stores

at Army Ordnance Store, Queen's

Road East.

2.30 p.m.—Auction of Household Furni-

ture, &c., at Mr. G. P. Lammer's sales

rooms.

Goods per *Avon* delivered after this

date at noon will be subject to rent

and landing charges.

Goods per *Kangaroo* *Maru* not cleared

on this date subject to rent.

Goods per *O. Ferdi* delivered after this

date at 3 p.m. subject to rent.

THURSDAY, August 26—

11 a.m.—Auction of 2,500 tons of Aus-

tralian Coal at Yammot Police Station.

Goods per *Bentley* delivered after this

date subject to rent.

FRIDAY, August 27—

6 p.m.—Military Gun Practice.

2.30 p.m.—Auction of Household Furni-

ture, &c., at No. 3, Blue Buildings (first

floor).

Goods per *Prins Waldemar* delivered after

this date subject to rent.

SATURDAY, August 28—

2.30 p.m.—Auction of Household Furni-

ture at No. 3, Gomes Villas, Kowloon.

8 p.m.—Boxing at City Hall.

Goods per *Montpelier* delivered at noon

this date subject to rent.

Goods per *Phonix* not cleared on

this date at 3 p.m. subject to rent.

The China Mail.

HONGKONG, MONDAY, AUGUST 23, 1909.

THE BANK MEETING.

The current of prosperity which has

accompanied the operations of the Hong-

kong and Shanghai Banking Corpora-

tion for many years past is still running

at flood-tide, despite the ever increasing

number of competitors who have en-

tered the field during the present decade.

The shareholders at last Saturday's

half-yearly meeting were again treated

to a recital of some big aggregations

of figures, showing the magnitude of

the business transacted and very natu-

rally expression was afterward given by

Mr. Dunbar to the satisfaction which was

almost universally felt with the manage-

ment of the Bank, which has achieved

such fine results at a time of admitted

adverse conditions. We noticed in re-

cent papers from Home that a little dissatisfaction with the policy of the Bank has been prevalent there. It was felt, we read, that a larger distribution of profits among the shareholders might in all reason have been made, but we think the general opinion in Hongkong and China is that the Directors are wise in adhering to the old traditions and that the further strengthening of the reserves is more business-like and more commensurate with the Bank's future interests than the declaration of a bigger dividend than has been customary of recent years.

To those people who look to the half-yearly address of the Chairman of the Hongkong and Shanghai Banking Corporation for some indication of the probable reading of the trade barometer for the next six months, the Hon. Mr. Gassos's speech will, we are afraid, prove a little disappointing. The present Chairman of the Court of Directors holds the opinion that the August meeting of shareholders should be mainly confined to passing the accounts, he therefore refrained from entering upon any lengthy review of trade and business generally. But this opinion notwithstanding he could not pass the subject by entirely unnoticed. "We are still waiting," he said, "for the long expected turn of the tide. It cannot be said that trade in the Far East is yet in a flourishing condition, but there is promise of improvement in some directions, and I see no cause for taking a pessimistic view. On the contrary, news from India of the climatic conditions, upon which particularly in that country so much depends, is favourable; silk crops in both China and Japan are reported to be well up to, if not above, the average; and new life has been infused into the Straits Settlements by the success attending the cultivation of rubber, a product which bids fair to become a valuable and, I hope, a permanent addition to the exports of that region. These factors must all have a beneficial effect on the import trade, which has been in a more or less depressed state for a long time past, and, needless to say, any improvement will be welcomed by all who are interested in Eastern commerce." With these brief comments on the commercial situation

we must perforce have to be content for the present. One little satisfaction there is to be gathered from them; it is that the men who guide the fortunes of the premier banking institution in the Far East evidently think that the murky clouds which have for so long hung like a pall over everything are beginning to lighten and that ere long they will roll away. Of course after such a prolonged period of depression the time of recovery must necessarily seem long drawn-out, but if the trade revival, when it comes, proceeds along sound lines it will bring ample compensations in its train.

One other topic mentioned on Saturday demands attention. There is no gaining the lukewarmness which characterises the attitude of the average resident in the Colony towards the Hongkong University scheme. The action of the Bank in donating a substantial sum towards the proposed endowment fund has therefore come in for a certain amount of criticism. The Chairman referred to the matter in the course of his address, and his explanation of the action of the Court of Directors sufficiently answers these critics, in our opinion. He said—"You have no doubt noticed the announcement that on behalf of the Bank your Directors have agreed to subscribe \$50,000 to the proposed Hongkong University, conditionally upon the full amount required for the Endowment Fund being forthcoming. Without desiring to enter into the controversy as to the desirability of a University at all, I would point out that the proposition has been most favourably received by the Chinese, including the highest officials, not only in Canton but also in Peking, as is demonstrated by the way they have come forward with subscriptions. If you will reflect on the position held by the Bank in China and its intimate financial relations with the

Chinese Imperial Government for so many years, I am sure you will recognise that we have acted in the best interests of the Bank and will approve of the action accordingly." The shareholders present at once signified their approval, and they no doubt also reflected the opinion of many not present in the City Hall.

NEWS OF THE DAY.

The English Mail of the 24th July was delivered in London on the 21st inst.

One fatal case of plague was reported from Moukoko during the week ending August 21.

Since January 1st there have been 134 cases of plague reported, 121 of which were fatal. Out of these 118 were Chinese.

A telegram had been received from H. E. M. Consul at Batavia that the quarantine restrictions imposed against Hongkong have been removed.

The Pacific Mail liner *Mongolia* is carrying the first large shipment of Manila cigars to the United States since the passing of the Payne bill. The shipment amounts to 3,000,000 cigars of various brands.

The Consulate-General of the Netherlands (Hongkong) is a receipt of telegraphic information from the Governor-General of Netherlands-India, that the sanitary measures adopted against Hongkong on account of plague have been withdrawn.

The funeral of the two Sikh policemen butchered in the New Territory on Friday morning took place at Happy Valley on Saturday evening, being attended by a large company of police and civilians. So far no clues have been obtained concerning the murderers.

Dispatches received at the State Department in Washington say that Peru has issued an ultimatum to the Republic of Bolivia in the matter of the abuses heaped upon the lives and property of citizens of Peru residing in Bolivia as a result of the award, favourable to Peru, in the boundary arbitration recently made.

Owing to a great demand on our space to-day we have been compelled to hold over "A Breeze" letter on the Licensing Question, West River, Amoy and Macao Notes, an interview with a prominent Manila resident concerning the prospects for next year's Manila Carnival; and a lot of other matter.

A correspondent upon the West River writes expressing surprise that not more people, especially tourists, make the trip from Hongkong up the West River to Nanning. He says that the journey from Whuchow to Nanning does not take 6 or 7 days by motor-boat, as recently stated in our columns; even at lowest water, with hosts of difficulties, it only consumes 5 days, while recently it was accomplished in 2 days and 4 hours. The service of boats now running on the West River makes travelling comparatively luxurious, while the riverine scenery causes the journey to be decidedly worth while.

OUR POLICE.

A Sensible Suggestion

A Correspondent writes:—Some time ago a suggestion was made in the public press that there should be a mounted police patrol on duty, daily, covering the road from Kowloon to Yammot, across to Kowloon City and thence back to the sea shore to the bottom of Robinson Road, or other starting point in Kowloon. The utter inadequacy of our police, European, Sikh and Chinese, excepting the plain clothes department, which is exceptionally smart, is, I have been, a subject of adverse criticism for a long time past. It is not enough for bugs, men in uniform, to roll about, to stand on point duty, with eyes open to friends only; it is not enough for Sikhs, with unsuitable carriage, and unsuited for the work, to content themselves with bullying coolies; we want smartness. How many rascals and men on beat duty can direct the public to any particular lane or street?

Let us how the rascals and general loafers be looked after! What would happen if a few baggies or dog-carts were to become the vogue?

The withdrawal of a European officer from the New Territory was a sad mistake and once more points to the fact that we want new blood now, or, at least, supervision.

The office work and more common procedure of interior economy of police duty is, we believe, carried on along proper lines; but as ratepayers, we are not satisfied with the regime as a whole under Captain Superintendent Eadley. There are not many people aware that there are among us an ex-officer of Cape Mounted Police and two or three others from the Natal Mounted as well as Cape Police. Cannot these individuals be approached by our Colonial Secretary? These men would not want instructions; they are accustomed to work in a hot climate, and over a dusty dry country too, such as parts of Cape Colony; also they would be disciplinarians which, alas, our police do not appear to be. Sikh reservists from the Royal Lancers under these old South Africans would be just the men to form the nucleus of a body of Hongkong mounted police now so much wanted and which we now urge the powers that be to form.

An interpreter with each patrol would be a cheap addition and necessary one. Strangers on the road or entering our territory and not being able to satisfactorily account for themselves could be watched or run in on suspicion. It would take a pretty strong gang of Chinese highwaymen to intimidate a party led by trained South African Police. Imagine, for instance, anybody but Indians, offered as they are now, being so soft as to pin between two ranks of Chinese strangers, like the poor fellow who was pinched on Friday. A mounted patrol would be a great asset at once, under any circumstances, more especially when carrying money.

CHINA AND JAPAN.

BEGINNING OF BETTER RELATIONS.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 21.

The amicable settlement of the Mukden-Anhui Railway reconstruction and the Kirin-Changchun railway questions is welcomed in Japan as a sign of the improving friendly relations between Japan and China.

THE OSAKA EXPLOSION.

FURTHER DETAILS.

(Independent News Agency's Service to the China Mail.)

Tokyo, Aug. 22.

The correct details of the recent powder magazine explosion at Osaka show that 23,000 kilograms of dynamite and 80,000 kilograms of powder exploded. 1520 buildings were damaged, and 20 people were seriously injured. The probable cause of the disaster is said to be quite natural.

JAPAN AND AERO-PLANES.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 22.

Mr. Nakamura, Superintendent of the Tokyo meteorological station, and Professors Tanakadate and Iguchi, of the Imperial University, have been appointed to the committee of the Aero-plane Association of Japan.

THE MARINE COURT.

At the Marine Court to-day before Lieut. C. W. Beckwith, R.N., Harbour Master, Leung Yan, master of the licensed passenger boat No. 238, was dismissed with a caution, and warned not to come up on the same charge again, for failing to produce his passenger boat license when called upon to do so by a police officer on the 23rd inst.

Prisoner said he had paid the \$0 and got a receipt. He knew he ought to have gone to the Harbour Office for a license, but he had not done so.

THE COMPROMISE CASE.

A Successful Appeal.

To-day in the Supreme Court judgment was given in the appeal lodged against the decision of the Chief Justice in the action S. J. David and Co. v. Chan Ut Chiu. It will be remembered that Messrs David and Co. sued Chan Ut Chiu for alleged damages under a compromise agreement, and that there was a counter-claim by the defendant for the return of his security of \$50,000 and interest. The Chief Justice on December 23rd of last year gave judgment on the claim and counterclaim for the defendant compromise.

Mr. Duncan McNell, of Shanghai, and Mr. C. G. Alabaater appeared for the appellants, instructed by Mr. Gedgo, of Messrs Johnston, Stokes and Master; and Mr. M. W. Slade, instructed by Mr. Scott Harrison, appeared for the respondents.

In a summary at the conclusion of a long judgment, the Chief Justice found, first, so far as the mortgage was concerned: There is no personal covenant to pay Chinese losses. There is not sufficient evidence of any agreement outside the mortgage to pay these losses, either from the recitals of mortgage or otherwise. The mortgage itself does not imply the existence of such an agreement or liability. The provisions for redemption cannot be construed into covenants to pay the Chinese losses, although they are referred to in one of the covenants. There is no undertaking to pay the Chinese losses in the agreement. There is however a clause in the mortgage which says that demands may be made by the firm for the amount of the Chinese losses. Whereupon the proviso for redemption operates, and if the amount is not paid the security is forfeit. In this clause there is a statement that the money demanded shall be due and owing in virtue of the demand. I am doubtful whether I could hold that this clause is an admission that the money are due and owing, even applying the law that a statement made by a party to a deed binds him. But in the agreement there is a clause which manifestly refers to this clause in the mortgage as a security, and if a security, then a security for the amount owing. There is therefore a statement in the deed that the moneys demanded are owing in virtue of the demand; they cannot be owing except by the person who is called on to pay money by the demand; this reference to the admission in the deed, although it is made in a document which is itself a deed, shows clearly, if the mortgage does not itself show it, that the intention of the parties to the deed was that the mortgage was a security for the payment by the compromisers of moneys so demanded by the firm, and so owing by the compromisers, on the strength of which another and further security in cash was given by the agreement.

It is therefore of opinion that the judgment in the court below should be reversed and judgment entered for the plaintiff with costs of the court below and of the appeal.

The Judge also delivered a lengthy judgment concerning with the Chief Justice's decision in the case of Mr. Alabaater moved for judgment for the amount endorsed on the writ. Mr. Slade said: "This is quite preliminary. There are a dozen or two other defenses. This is only a preliminary matter." The Chief Justice said: "Right, but the case is a long one, and I cannot go into it now. I suppose Mr. Slade will move for a stay of execution for a fortnight."

IMPERIAL DEFENCE.

NEW SCHEMES FOR BOMBAY AND HONGKONG.

Local Dockyard to be Overhauled.

(From Our Own Correspondence.)

London, August 23.

The Birmingham Post hears that the Imperial Defence Commission has decided to convert Bombay into a first-class naval station and to overhaul the Dockyard at Hongkong with a view to increasing its utility.

Canada, Australia, and New Zealand have agreed to maintain dockyards available alike for Imperial and Colonial fleets.

TURKEY AND GREECE.

(Reuter's Service to the China Mail.)

London, August 22.

Reuter learns that it is probable that Turkey will make no formal reply to the Note from the Powers, which does not call for any response.

It is unlikely in view of the conciliatory character of the Greek Note that Turkey will appeal to the Powers regarding Macedonia.

LORD KITCHENER.

HIS VISIT TO THE EAST.

(Reuter's Service to the China Mail.)

London, August 21.

Lord Kitchener sails from Tientsin for China and Japan on September 12th. He was entertained to a brilliant farewell banquet at Simla last night.

AMERICAN ENTERPRISE IN TURKEY.

RAILWAY CONCESSION CONDITIONALLY APPROVED.

(Reuter's Service to the China Mail.)

London, August 21.

The Constantinople Chamber has substantially approved of the project granting a concession to an American Company to construct a railway from Sivas to Mosul via Van, on condition that no better terms are offered within a period of sixteen months.

FRENCH BUDGET DEFICIT.

TOBACCO AND WINE TO BE FURTHER TAXED.

(Reuter's Service to the China Mail.)

London, August 22.

It is calculated that the French Budget for 1910 will reveal a deficit of at least £8,000,000, which it is proposed to meet by additional taxes on wine and tobacco.

FLOODS IN VICTORIA.

GREATEST KNOWN IN FORTY YEARS.

Tremendous Damage.

(Reuter's Service to the China Mail.)

London, August 23.

Reuter's correspondent, telegraphing from Melbourne, says that heavy rains have caused the greatest floods known in Victoria for forty years. Bridges have been demolished and railways interrupted. Great damage has resulted and there is much loss of stock.

INFANTILE CHOLERA.

A NY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in its incipency, and all danger may be avoided. For Sale by all chemists and druggists.

THE NETHERLANDS INDIES.

DATE OF NEW GOVERNOR'S APPOINTMENT.

(Reuter's Service to the China Mail.)

London, August 22.

The appointment of Mr. Idenburg as Governor-General of the Netherlands Indies is announced. He assumes his new functions in December.

BURNING OF THE KIANG SAN.

STEAMER COMPLETELY WRECKED.

(Wah Tai Yat Po's Service.)

SHANGHAI, August 22.

The C.M.S.N. Co's steamship *Kiang San* has become a total wreck, having been burnt to the water's edge as she was approaching Wuhu.

(Note.—The *Kiang San* was built for the C.M.S.N. Co. by a British firm. She was about three years old, cost £280,000, and was engaged on the run between ports along the Yangtze.—Ed. C. M.)

CHINA'S PROJECTED NAVAL STATIONS.

(Wah Tai Yat Po's Service.)

PEKING, August 22.

Prince Shan and Admiral Sa will leave Peking on the 25th inst. to visit the coast provinces in search of suitable places for China's projected naval stations.

TROUBLE IN MANCHURIA.

JAPANESE KILL CHINESE SOLDIERS.

(Wah Tai Yat Po's Service.)

PEKING, August 22.

Viceroy Shi Liang telegraphs from Manchuria that Japanese have killed twenty Chinese soldiers.

CHIENTAO QUESTION.

(Wah Tai Yat Po's Service.)

Intimations.

G. FALCONER & Co.
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR MOSS'S FAMOUS TELESCOPES AND
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WING KEE & CO.,
Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAT
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1909.

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ART PHOTOGRAPHER, ICE HOUSE LANE.
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Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
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THE LEADING BRAND
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REIMS

BY SPECIAL APPOINTMENT TO
HER MAJESTY THE QUEEN

Shewan Tomes & Co.
GENERAL AGENTS
for
HONG KONG, CANTON
& MACAO.
Hongkong, January 27, 1908.

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FIRE EXTINGUISHER.
AN OUNCE OF PREVENTION IS BETTER THAN A POUND OF CURE.
Indispensable for Offices, Schools, Clubs, Hospitals,
Godowns, Hotels, most recommendable for Private Resi-
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TUSES, WINE LISTS, ETC., ETC., ETC.
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Intimations.

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Co.

For particulars, apply to
H. OISHI
No. 2, Peddar Street,
Hongkong, January 9, 1909.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

THE DIVIDEND declared for the
Half-Year ending 30th June, 1909, at
the rate of TWO POUNDS STERLING
per Share of £125 is payable on and after
MONDAY, the 23rd August, current, at
the Offices of the Corporation, where
Shareholders are requested to 'Apply for
Warrants.'

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 21, 1909.

**HONGKONG ICE COMPANY,
LIMITED.**

NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association
the General Managers have this day declared
an INTERIM DIVIDEND for the
half-year ended 30th June, 1909, of TWO
DOLLARS PER SHARE.

DIVIDEND WARRANTS may be ob-
tained on application at the Office of the
Company on and after WEDNESDAY,
25th instant.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 10th inst.
to 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 13, 1909.

SUTTON'S SEEDS
SPECIAL SELECTED COLLECTIONS
FOR THIS CLIMATE.
VEGETABLES AND FLOWERS
IN AIR-TIGHT CASES

CHINA EXPRESS CO.,
3, DUNDRELL STREET.
Telephone 648.
Hongkong, Dec. 20, 1907.

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APOL STEEL
PILLS
A French Remedy for all Liver troubles.
Thousands of Ladies always keep a box of
Martin's Pills in the house, as it is the best
and most reliable of all the system a
woman can use, and is so gentle and
pleasant, that it can be taken at any time,
and in any quantity, without the least
inconvenience.

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A French Remedy for all Liver troubles.
Thousands of Ladies always keep a box of
Martin's Pills in the house, as it is the best
and most reliable of all the system a
woman can use, and is so gentle and
pleasant, that it can be taken at any time,
and in any quantity, without the least
inconvenience.

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DEALERS IN
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For Sale at the China Mail Office,
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Price 30 Cents.

LONDON LETTER.
(From Our Own Correspondent.)
LONDON, July 30.

Dr. M. A. Stein, the well-known explorer
of Central Asia, is hard at work on a
popular account of his travels. Like a
wise man he is combining pleasure with
duty and has just gone for a tour of a
few months duration in the Alps and
Northern Italy.

I doubt very much whether anything
more will be heard of the "All-Red Route"
of British travel, via Canada to the East
and Australasia, that was a prominent topic
at the Imperial Conference, on the initia-
tive of Canada. The matter was referred
to a committee but it has not met since
last year and I hear it may not meet again.
The evidence already collected proved to
the committee that the scheme would be
extremely expensive and a large share of
it would fall on the Imperial Exchequer.

Another scheme in a bad way is the
Daylight Saving Bill. The Chairman of
the parliamentary committee to which it
was referred prepared a report that was
generally favourable but on being put to
the vote it was rejected in favour of a
hostile report prepared by Mr. Dundas
White. The committee has now adjourned
in the hope of arriving at a compromise
before the next meeting. Many trades
are against "tampering with the clock"
and the opposition is strong enough to
secure the setting back of the measure,
for the present at any rate. Nevertheless
the area of supporters is increasing. Many
towns in America have passed resolutions
in favour of making the most of the hours
of daylight.

Lieutenant Shackleton, the Antarctic ex-
plorer, is the lion of the hour. No great
scholarship prize day, or similar function is
complete without his presence and he
always addresses the prize-winners with the
facility of an old hand at the game. An
old hand with a difference, however, for he
carries into the ceremonies a sprightliness
that is seldom seen at such functions. In-
deed Lieutenant Shackleton is a remark-
able type of explorer. Usually they are men of
the wild, without classical gift. But
Shackleton is surprising us all with the
breadth of his culture, the facility of his
speeches. Browning, it seems, was the
source of his Arctic solitude. He carried
the poet with him always and his perspi-
ration during the day softened the cover-
so that during the night, when he laid
the book aside, they froze hard. But
the leaves inside suffered little and he
spoke with pride of the study he devoted
to them. It is the call of the South that
he still hears, "that olden lure, that golden
lure, that lure of the long ago." So we
shall probably see him soon off on another
trip. He believes that in the changing
conditions of the world's crust the Arctic
regions will one day escape from their
furnace of ice and blossom with fruit and
flowers. He rejoices to know that the
regions will be British territory, but I fancy
we can hardly bank much on the glacial
period ending there soon enough for any
of us to be much the wiser.

Mr. George Wade, the sculptor, whose
work is shown in several statues in Hong-
kong, is now engaged on statues of Sir
Henry Blake and Sir West Ridgway, both
to be set up in the Council Chamber in
Ceylon. Sir Henry Blake will be well
remembered in Hongkong. I met him in
Kingsway, only a day or two ago, looking
 hale and hearty. Mr. Wade is also engaged
on an equestrian statue of the Maharajah
of Nepal, ordered when that dignitary was
here last year as the guest of the nation.

The marriage has been arranged and will
take place at the Cathedral at Shanghai in
the autumn, of Mr. Gordon Dingwall Main,
younger son of D. G. Main, M.D. of
Hampshire, and Florence, third daughter
of Mr. Clement Alexander Middleton,
Benchet of Grays Inn.

Mr. W. J. Cullen, K.C., the newly
appointed Judge of the Court of Session,
appeared at the Bar of the first Division of
the Court of Session in Edinburgh on July
20 and presented his commission. The
Lord President ordered the Lord Proba-
tion to proceed to Lord Skerrington's
Bar and hear two cases. The prescribed
trials having been satisfactorily passed, the
new judge was invested with his robes and
took the oath of office and fidelity, with
the title of Lord Cullen.

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Very palatable.

Known throughout the world and prescribed in all cases of
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DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
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CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
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**GRAND BOXING
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SATURDAY, AUGUST 28.
ARRANGED BY
WHITTAKER.
LATE CAR.
Plan Now Open
ROBINSON PIANO Co., Ltd.
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WANTED.
A SENIOR ASSISTANT for an Import
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Full particulars of former employment
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Good prospects for a really smart man.
Apply 'A. B. C. D.,'
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MESS AT PEAK.
THERE will be a vacancy for one or two
men from September. Well Fur-
nished House, Peak. Good cook.
Apply in confidence 'ALPHA.'
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A Number of NEW BOXES EX-
CHANGE TABLES for Sale; in
3 Vols. 1/8 to 1/10 15/6 and 1/11 to 2/3.
Five dollars per Vol. Approval.
Apply 'C. E. WARREN & Co.,'
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Hand-made Drawn Work,
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Cloth, Pewter Ware, etc.
ALL OF THE BEST QUALITY.
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Hongkong, August 10, 1909.

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AT MODERATE PRICES.

This well reported Store facilitates the
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RELIABLE QUALITY
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SHOP, No. 14, QUEEN'S ROAD
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TO LET.
GODOWNS Nos. 95, 96 & 97, PRATA
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Apply to
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TO LET.
ONE DETACHED ROOM with separate
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BUILDING, Second Floor.
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BUCKY LODGE, CAINE ROAD,
suitable for a Boarding House, School,
College, or Family Residence, recently
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GODOWNS Nos. 7, 8 and 10, and the
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Immediate Possession. Rent excep-
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Hongkong, May 29, 1909.

TO LET.
GODOWN No. 52, DUDDELL
STREET.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, August 1, 1909.

TO LET.
NOS. 1 & 3, MORRISON HILL,
Offices at No. 2, PEDDAR STREET.
Apply
**Messrs JARDINE, MATHESON &
Co., Ltd.**
Hongkong, May 12, 1909.

TO LET.
NO. 1, GARDEN ROAD, Kowloon.
Eight-Roomed House and Tennis
Court.
Apply to
H. M. H. NEWMAN,
9, Peddar's Hill.
Hongkong, August 14, 1909.

TO LET.
FURNISHED, from November 1st.
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Apply to
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Hongkong, August 3, 1909.

TO LET.
KING'S BUILDINGS.
OFFICES facing the Harbour, from
about October. At present in occupa-
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**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, August 1, 1909.

TO LET.
FIVE-ROOMED HOUSES, at Kowloon.
New and Commodious SHOPS, NATHAN
ROAD, Kowloon. Immediate possession.
Cheap Rentals.
Apply to
**HUMPHREYS' ESTATE & FINANCE
Co., Ltd.**
Hongkong, March 23, 1909.

TO LET.
NO. 1, CANTON VILLAS, Kowloon.
Apply
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, August 3, 1909.

TO LET.
BRACONFIELD ARCADE. Five
Shops, Offices and Drilling Rooms,
DWELLING ROOMS and OFFICES
in Queen's Road Central.
-GODOWNS in DUNDRELL STREET
No. 2, BRACONFIELD ARCADE
facing the Parade Ground.
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Shooting.

The CAUCHAMUEL CUP.
In ideal conditions the second shoot for the Cauchamuel Cup took place yesterday, a good number of competitors turning up at the range. At 2-40 yards Sapper Neubronner came out on top and he remained consistent all through. Carroll, his nearest opponent at the initial distance, badly falling away later and retiring. In point of actual total score Lieut. Russell was on equal terms with Sapper Neubronner at the finish, but the latter secured victory as the result of making the best net score. Altogether there was some capital shooting and the leading men kept close to one another, as the following details indicate:—

Sapper Neubronner	95
Lieut. Russell	95
Sapper Holmes	81
Sapper Ross	81
Capt. Crick	77

Captain Wood's Cup.

A climb to Tai Hang Ridge Range at this season of the year, with the prospect of a "teaching" on getting there, cannot be regarded in the light of a picnic, nevertheless nine members of the Volunteer Infantry Company mustered sufficient interest and energy to turn up on Saturday and Sunday to shoot for Captain Wood's Cup, and for practice.

Good scopes on this range are difficult at the best of times, so, with a trying glare at the targets and a tricky wind upsetting calculations, low scoring was only to be expected, particularly as most of the competitors are beginners.

Appended are the aggregate scores for the cup.

Private Elliot	91
Backhouse	90
Leo. Cpl. Stewart	87
Private Adams	78
Phillips	77
"	76
Taylor	74
Hill	71
Curwen	60

Lawn Tennis.

Craigengower v. Watson's.

On the Craigengower Courts on Saturday, a match took place between three players of the Club's players and a like number from A. S. Watson's C.C. The result was a victory for Craigengower by 56 games to 43. Scores:—

Lamont and Peterson (Craigengower) beat Tarrant and Capell 7/4; beat Miller and Skinn 5/2; lost to Taylor and Phillips 3/8.
Rose and Stewart (Craigengower) lost to Tarrant and Capell 5/8; lost to Miller and Skinn 5/8; lost to Taylor and Phillips 2/8.
Pestonji and Bass (Craigengower) beat Tarrant and Capell 10/1; beat Miller and Skinn 10/1; lost to Taylor and Phillips 5/8.

Lawn Bowls.

Taikoo v. Cosmopolitan Dock.

On Saturday afternoon a representative team from the Taikoo Bowling Club visited Cosmopolitan Dock to engage in a friendly match. The result was a win for the home side by a margin of 14 points. The winners were up in two rinks and down in the third. Scores:—

Taikoo	Cosmopolitan
J. Shand	W. F. Ford
A. Henderson	P. N. Neves
W. Dunsford	J. McGlashan
R. Aitken (skip)	A. Nicholson (skip)
D. Grimshaw	J. Kynoch
W. E. Eldridge	D. Nielson
J. Taylor	A. M. Neves
T. Scott (skip)	19 T. M. Neves (skip)
A. Crane	W. McCaig
H. Duncan	P. Angus
W. Hardwick	J. Ramsay (skip)
(skip)	(skip)

Total.....51
Total.....65
At the close Mr. Nicholson complimented Taikoo on their keen and sportsmanlike play, and also expressed the pleasure of the Cosmopolitan Club at their presence. Mr. Hardwick, on behalf of the visitors, returned thanks and expressed the hope that on a future day at Quarry Bay the result would be different.

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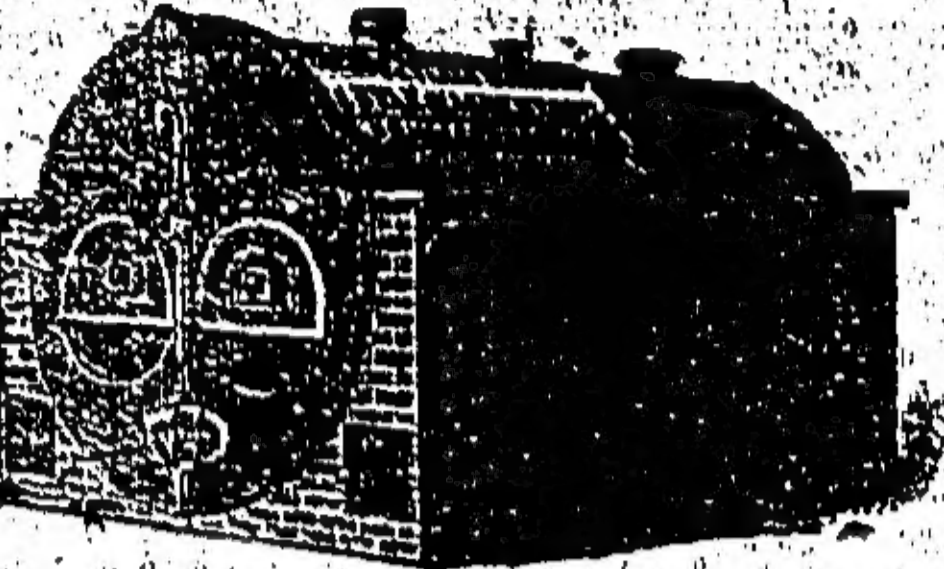
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